

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Subscribers are requested to communicate with THE MANAGER immediately in the event of non-delivery or late delivery of their copy of the paper.

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

RACE MEETING 1915.

MONDAY, TUESDAY, WEDNESDAY
AND SATURDAY (OFF-DAY).
22ND, 23RD, 24TH AND 27TH FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate. N.B.—NOTICE IS HEREBY GIVEN that a large proportion of the Receipts according to the Club will be donated to the PRINCE OF WALES' NATIONAL RELIEF FUND. A Grant will also be made to the HONGKONG LADIES' BENEVOLENT FUND to assist in meeting cases of distress caused by the War.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th February, 1915. [298]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Lusitania Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th February, 1915. [297]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersigned on SATURDAY, the 20th February.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th February, 1915. [298]

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

From SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 18th inst. at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 23rd inst. at 6 P.M. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 24th inst. at 10 A.M.

All Claims must be filed on or before 2nd March, otherwise they will not be recognized.

K. DOH,
Acting Agent.
Hongkong, 16th January, 1915. [299]

PUBLIC AUCTION.

FOR THE BENEFIT OF THE PRINCE OF WALES' FUND, BELGIAN RELIEF FUND, TOBACCO AND CIGARETTE FUNDS.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),
TO-MORROW, THURSDAY,

at 10th February, 1915, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,

A 40 H.P. FOUR-CYLINDER LIMOUSINE CAR.

Built by STRODARD DATTON, Sitting accommodation for Six Passengers, in Perfect Running Order.

On View at the Garage of the Dragon Cycle Co.

Inspecting Orders will be issued by the Undersigned.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1915. [268]

PUBLIC COMPANIES

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 20th February, 1915, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 23rd February, 1915 (both days inclusive), during which period no Transfer of Shares can be effected.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th February, 1915. [284]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of February, 1915, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1914.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th February, to SATURDAY, the 20th February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, 3rd February, 1915. [249]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, 81 George's Building, No. 6 Connaught Road, on FRIDAY, the 26th February, 1915, at 11.30 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 22nd February, 1915, until FRIDAY, the 26th February, 1915, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th February, 1915. [290]

NOTICES OF FIRMS

NOTICE.

THE EAST INDIA SEA AND FIRE INSURANCE COMPANY.

WE HAVE taken over the Agency of the above Company in Hongkong and are now prepared to grant FIRE and MARINE policies of Insurance at Current Rates.

THE CHINA COMMERCIAL CO.,
2, Duddell Street.
Hongkong, 16th January, 1915. [179]

NOTICE.

L'UNION FIRE INSURANCE CO., LTD., OF PARIS.

WE HAVE taken over the Agency of the above Company formerly held by Messrs. SHEWAN & CO., and are prepared to ACCEPT RISKS from this date.

CREDIT FONCIER D'EXTREME-ORIENT.
Princes Buildings.
Hongkong, 20th January, 1915. [181]



S. I. YAMATOYA.

SHIRT MANUFACTURER.

REPRESENTATIVE:

K. TAKAHASHI,

Residing at HONGKONG HOTEL.

ENQUIRIES SOLICITED PERSONALLY OR BY LETTER.

ALL ORDERS PERSONALLY ATTENDED TO.

Hongkong, 16th February, 1915. [294]

WANTED.

LARGE OFFICES, preferably facing Harbour, from June or July.

Apply to—
B. No. 20,
Care of "Daily Press" Office.
Hongkong, 29th January, 1915. [223]

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & CO.
Hongkong, 3rd December, 1914. [183]

HOUSES TO LET.

TO LET.

THE GROUND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SABSOON & Co., Ltd.
Hongkong, 10th February, 1915. [273]

TO LET.

TWO VERY LARGE and SPACIOUS GODOWNS, Marine Lot No. 42, Praya East. Immediate possession.

Apply to—
N. MODY & Co.,
No. 34, Queen's Road Central.
Hongkong, 5th February, 1915. [258]

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.

For further particulars, apply to—
E. ALMEIDA & TURNER,
Alexandra Building, 3rd Floor.
Hongkong, 30th January, 1915. [220]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply to—
H. E. POLLOCK,
Princes Buildings.
Hongkong, 20th January, 1915. [58]

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st February, 1915. [54]

TO LET.

NO. 6, "TORRES BUILDINGS."

No. 2, "ROSE TERRACE" (14, Nathan Road), Kowloon.

Apply to—
SPANISH DOMINICAN PROSECUTION.
Hongkong, 4th February, 1915. [233]

TO LET.

A HOUSE in Kowloon Terrace, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st February, 1915. [46]

TO LET—From 1st March, 1915.

NOS. 1 and 2, STOCKWELL VILLAS, Kowloon, with open Tennis Lawn and Garden around, at present in the occupation of the Officers' Mess 40th Pathans.

Apply to—
STEEPHENS & WILLSON,
Solicitors for the Owner.
Hongkong, 3rd February, 1915. [281]

TO LET.

HOUSES in CLIFTON GARDENS, Connaught Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

25, WONG-NEI-CHONG ROAD, 5th Floor, 1, HILL SIDE, 110, THE PEAK.

GODOWNS, New Praya, Kennedy Town, GODOWNS, at Wanchai Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 12th February, 1915. [38]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply to—
A. B. AVASIA,
Care of E. PARANET,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st February, 1915. [35]

TO LET.

FLATS in Humphreys Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Alexandra Building.
Hongkong, 12th November, 1914. [280]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [36]

TO LET.

NO. 1, NATHAN ROAD, Kowloon (No. 1, Fairview), from 1st February.

"SHOENCLIFFE" Garden Road, to let furnished (8 Rooms).

"ROGATE" Austin Road, Kowloon, from 1st February, 1915.

"EILANDONAN," No. 54, Mount Kellett Road, 6 Rooms, unfurnished, from 1st March.

No. 2, DES VEAUX VILLAS, 61, PEAK (Unfurnished).

No. 7, "MOUNTAIN VIEW," PEAK, ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.

No. 62, THE PEAK (No. 2, CAMERON VILLAS) Furnished.

"KIRKENDON" Furnished, No. 122, Plantation Road, Peak.

"BRACONSFIELD" Battery Path, No. 59, THE PEAK (CAMERON VILLAS), Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 15th February, 1915. [43]

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.

By APPOINTMENT to HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S ECORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin.

For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO. LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 17TH, 1915.

PATRIOTIC POETRY.

SOME surprise has been expressed that what has now come to be described as the greatest war the world has ever seen should have so far failed to awake any deep poetic inspiration. We have had poems, it is true; many poems—perhaps too many; but they have all been far below the mark attained even in peaceful times.

Mr. RUDYARD KIPING has done the best in a set of sombre verses rather removed from the usual somewhat bellicose KIPING spirit, and Mr. WILLIAM WATSON's verses on the battle of Heligoland catch a little of the spirit of Cowper's famous poem on the sinking of the *Royal George*. Nevertheless, both poems are forced; true inspiration is lacking, and we are inclined to ask ourselves whether the generally received opinion, that great national ferment produces great mental inspiration, is correct. The great martial poetry of England, a little consideration will show, never dealt with contemporary events; it sings only of "deeds done long ago"—brave deeds which distance has placed in their true proportion. Some of the finest events in the martial history of England are indeed left unrecorded. We have no poem dealing with the Armada; or perhaps we should say no poem commensurate with the greatness of the event; and no poet has ever made anything of the battle of Waterloo. SHAKESPEARE's finest martial efforts dealt with "battles long ago"; the stirring events of his time seem to have left him untouched. The finest sea-fight of the Elizabethan era, that fought by Sir RICHARD GREENVILLE off the Azores, remained unhonoured in poetry till TENNYSON wove it into his ballad of "The Revenge," perhaps the greatest martial poem of modern England. When NAPOLEON shook the world a hundred years ago the English poets were unmoved by his victories or his defeats. Coleridge indeed sang musically of the stormy days of the French revolution, but it was in lament

of those lost ideals which had made him rejoice in the upheaval. SHAKESPEARE wrote a fine poem, but it was for NAPOLEON dead, not NAPOLEON living. It has been left for a poet still living, Mr. THOMAS HARDY, to deal adequately with what was really a great theme, that dynamic struggle which left such deep wounds that it hardly seemed a hundred years would cure them. Martial poetry means patriotic poetry, and in patriotic poetry, it must be confessed, English literature is rather poor since SHAKESPEARE's time. MILTON uttered a few trumpet notes; indeed he seems to be the only true poet inspired by the stirring events around him; but his greatest work lay in regions remote from any events past or present. WORDSWORTH lamented the lack of inspiration, though he could at times exult in thrilling tones over "man's unconquerable mind." For patriotic poetry we have to turn to those whom English critics have agreed to place in the second, or even lower classes—to COWLEY, ADDISON, SOUTHY, SCOTT, COWPER and their like, and the best they have to give us is not very good. Like laic verse, it is more or less official; hard pumping to get up a little of the water of the spring of Helicon. Perhaps, after all, it is but natural that the highest inspiration should be found in the past, that the glorious deeds of the present should be overshadowed by the glorious deeds of our forefathers, and that they should only be sung long after they have passed into the region of "old, unhappy, far-off things." We need not, therefore, regret that our poets fail to rise to the heights of England's present enterprise, or that they should seem but dully to interpret the fervour of patriotic feeling in dealing with the scenes around them. Deeds, not words, are the order of the day, and literature must perforce bend to the blast. Indeed, the production of literature in a time of great national stress seems almost inhuman, since it requires a detachment from the present which might indicate an unbearable amount of callousness. A philosopher may perhaps be allowed to sit and dream during a thirty-years' war, but poetry is not philosophy, however much the latter be contained in the former, since life itself is more than any philosophy of life. Even those who have proved most skilful in the art of war have proved most indifferent poets when they tried to woo the muse. FREDERICK THE GREAT spent a large part of his time turning out some very indifferent verses in French under the correction of VOLTAIRE, but it is the greatness of the soldiers which has alone prevented them from passing into utter oblivion. WOLFE would rather have written GRAY's "Elegy" than have won the greatest victory imaginable, but he confined his poetic fancy to aspiration. If the "real thing" seen at close quarters does not give poetic inspiration we can hardly blame our poets if no poem of victory arises. We must leave it to future ages to justify us and assign the present to the poets.

A mail for Europe and Siberia closes to-day at noon.

Lieut. P. de Fonblanque, R.E., formerly A.D.C. to H.E. the Governor, has been appointed Adjutant.

It is reported from Sasebo that Paymaster Smith of H.M.S. *Triumph*, whose right leg was shattered on September 14th and had to be amputated in the Naval Hospital there, has received the gift of an artificial leg from the Empress of Japan.

The Japanese cannot be charged with starving their prisoners of war. The *Japan Times* says:—Out of 786 Germans held in Fukuoka, 718 have gained in bodily weight since they came to Japan. At the end of January, their average weight was 16.091 lbs. (100 pounds—12 lbs.), while they weighed an average of 15.830 on their arrival.

Members and friends of the Wesley Guild in connection with the Wanchai Chapel had a picnic at Fanling on Monday. About 100 made the journey by train, and on arrival at their destination dispersed in parties, roaming about the countryside. The arrangements made for the picnic left nothing to be desired, and all thoroughly enjoyed themselves.

Mr. W. B. Elwes, Superintendent, Eastern Extension Telegraph Co., has obtained leave of absence and proceeds home to volunteer for the new army. Mr. Elwes fought in the South African War as a trooper in Lumsden's Horse, and was wounded at Johannesburg. We understand that Mr. Elwes will be relieved by Mr. J. M. Beck, who has for many years been the Company's Superintendent at this port.

It will be seen from the Jockey Club's advertisements appearing in another column that a large proportion of the receipts accruing to the Club at the Race Meeting next week will be donated to the Prince of Wales' National Relief Fund and that a grant will also be made to the Hongkong Ladies' Benevolent Society to assist in meeting cases of distress caused by the war.

As the result of a fire at Shaukiwan early yesterday morning, four Chinese houses were destroyed. When the brigade arrived they experienced great difficulty in obtaining water, and all that remained for them to do was to prevent the flames spreading to adjoining property. The cause of the outbreak is a mystery. During the progress of the operations one of the European firemen sustained slight injuries as the result of a collapsing roof.

Dr. Voretzsch, formerly the German Consul in Hongkong, writes to the *N.C. Daily News* contradicting the recent Reuter's report that he had travelled in Annam and Yunnan and that he arrived in Peking via Hankow "leaving a trail of mischief" behind him. Dr. Voretzsch states that there is no truth whatever in this. He has never been in Annam or Yunnan; the "trail of mischief" only exists in Reuter's imagination. Dr. Voretzsch adds:—"I am aware that similar baseless insinuations appeared in French newspapers, and you will readily understand that, if I should choose to travel incognito, I would do so with the intention of avoiding the undesired attention of correspondents over whose imagination I unfortunately have no control." The Editor of the *N.C. Daily News* adds to the letter the following note:—"We can at least readily understand that Dr. Voretzsch finds it most inconvenient to have that incognito unmasked. The fact of his needing an incognito at all in a neutral country remains, however, to be explained."

"LA TRAVIATA."

Last night, before a large and enthusiastic "house," in which the Portuguese community was freely represented, the Italian Opera Company now visiting Hongkong presented Verdi's "La Traviata," the libretto of which is based upon Alexander Dumas' well-known play "La Dame aux Camélias." The opera, though belonging to the old school, and therefore not in great favour with modern critics, never fails to make a strong appeal to the general public, both by reason of the haunting melodies in which it abounds and the simple and pathetic nature of its plot. The *cavata* is a small one, well suited to a Company, which is obviously not at its full strength. The burden of the piece fell upon the capable shoulders of Middle Gonzalez, as "Violetta Valery." From the rising of the curtain upon the reveals in her Paris salon to its fall at her death from consumption in the arms of her lover, Middle Gonzalez both sang and acted with a dramatic feeling that held her audience enthralled and elicited their loud and frequent applause. As "Alfredo Germont," the lover, who induces "Violetta" to leave her gay life and retire with him to a humble abode, and afterwards insults her publicly under a misapprehension of the reasons that led her to leave him, M. Dagradi did well all that was required of him. In the role of "Giorgio Germont," his father, whose appeal induces "Violetta" to sacrifice herself for his son's sake, M. Belloni gave a dignified performance and displayed a rich baritone voice. The other characters were all satisfactorily sustained. A word of praise is due to the conductor for the skill with which he handled the limited orchestra at his command.

To-night (Wednesday) Mascagni's well-known "Cavalleria Rusticana," with its famous intermezzo, and Leoncavallo's dramatic "Pagliacci," with its magnificent prologue, will be staged.

SHANGHAI LAND INVESTMENT CO.

At a meeting of the Board of Directors of the Shanghai Land Investment Company, Ltd., held last week, it was decided to hold the annual general meeting on Tuesday, 2nd March next, and to recommend the appropriation of the Profit and Loss account balance as follows:—

To pay a final dividend of 6 per cent. (making 12 per cent. for year) 234,000.00

Transfer to Improvements and Renewals Account 53,372.00

Transfer to Reserve Fund for equalization of dividends 50,000.00

Carry forward to New Account 57,778.28

THE WAR.

IMPORTANT SPEECHES IN PARLIAMENT.

MR. LLOYD GEORGE ON THE ALLIES' FINANCES.

MR. CHURCHILL ON THE NAVY'S GREAT ACHIEVEMENTS.

TWO THOUSAND MILLIONS STERLING. STAGGERING WAR EXPENDITURE OF ALLIES.

STATEMENT BY MR. LLOYD GEORGE.

LONDON, February 16th. 7.40 p.m.

In the House of Commons, the Chancellor of the Exchequer (Mr. Lloyd George), who was loudly cheered, made an announcement in regard to the arrangements made by the Ministers of Finance representing Great Britain, France and Russia at the recent conference in Paris. He emphasised that the recommendation committed us to heavy engagements, and said that this was the most expensive war that had ever been waged, either in material, in men, or in money. For the year ending 31st December next, the aggregate expenditure of the Allies would be not far from two thousand millions sterling. The British Empire would be spending considerably more than France or Russia—probably a hundred to a hundred and fifty millions sterling more than the highest figure expended by the other two great Allies. We had to recruit a new Army and maintain a huge Navy; we were paying liberal separation allowances; we had to bring troops from the ends of the earth; and had to wage war not merely in Europe, but in Asia, and North and East and South Africa.

Great Britain and France, he said, were two of the richest countries in the world, and the great bankers would be able to pay our huge expenditure on the war for five years, allowing a substantial sum for depreciation, out of the proceeds of our investments abroad. France would be able to carry on for two to three years at least out of the proceeds of her investments abroad, and both countries would still have something to spare to advance to their Allies. This was a most important consideration. At the present moment the Allies were fighting the whole mobilised strength of Germany with perhaps less than one-third of their own strength, and the problem of the Allies was to bring the remaining two-thirds of their resources into the fighting line at the earliest possible moment. This was largely a question of finance. Russia, he continued, was in a different position to either Great Britain or France. She was prodigiously rich in natural resources, and had a great and growing population which was virile and industrious.

Russia, since the war began, had enormously increased her resources by suppressing the sale of alcohol. (Cheers.) Thus alone she increased the productivity of her labour by between 30 and 50 per cent. (Renewed cheers.) It was as if she had added millions of labourers to her labour reserve, without even increasing the expense of maintaining them. But hitherto Russia had been unable to command the capital within her own dominions to develop these resources. The war had made this problem still more difficult, especially in financing outside purchases for the war.

France had also had special difficulties. The people did not quite realise the strain upon this gallant country, up to the present. (Cheers.) She bore the greatest

strain in proportion to her resources, and had the largest proportion of men under arms. The enemy had occupied part of her richest territory, and only a few months ago bankers in Paris could hear the sound of the enemy's guns from their counting-houses. Nevertheless, the whole of the French nation possessed wonderful confidence. (Cheers.) Every visitor to Paris was impressed with the calm and serene courage which was supposed to be incompatible with the temperament of the Celt. (Laughter.) There was general assurance that the Germans had lost their tide, and that now the German arms had as remote a chance of crushing France as they had of over-running the planet Mars. (Cheers.) That feeling pervaded every class of the community, and was reflected in the money-market, where the difficulties were passing away, and arrangements for raising money to promote military enterprises were crowned with complete success. (Cheers.)

There were, however, a number of small States which would be compelled to look to their greater Allies for financial support. There was Belgium, which, until recently, was a very rich country, but which was devastated and desolated. We had to see that she did not suffer—(cheers)—until the period of restoration came, and compensation. (Cheers.) There was Serbia, with a population as large as Ireland, fighting a third great war within two years, fighting with great force, courage, and brilliancy—(cheers)—but with no wealth, no revenue, no exports, and hardly any manufactures. There were also other States preparing for war. (Cheers.) It was obviously to our interests that they should be well equipped. Then Great Britain had her own special difficulties. Two-thirds of our food supply was purchased from abroad, enormous quantities of raw material were absorbed in war equipments, we have to transport what we purchase abroad for war purposes and create enormous credits, and enable other countries to do the same.

Mr. Lloyd George emphasised that there was no danger, but in a conference such as that held in Paris they could not overlook the fact that great vigilance must be exercised. We had to effectively mobilise the financial resources of the Allies so as to be of the greatest help to the common cause. Great Britain was undoubtedly still the best market of the world.

In this great war all the Allies must bring all their resources into the common stock. (Cheers.) That country having more men ready with guns, rifles and munitions must bring them against the common enemy, even though the others are unable to make a similar contribution. The same thing applied to the country with the larger navy, or the country with more money. (Cheers.) That was the principle on which the Conference at Paris had worked. They decided that each country should raise money in its own markets as far as conditions allowed; but if any country needed help for outside purchases, those best able would render assistance. The only exception was that Britain, France, and Russia should contribute proportionately to every loan to small States.

We had already advanced £25,000,000 to Russia for purchases here and elsewhere. (Cheers.) Russia had also shipped £25,000,000 in gold to Britain. Thus Russia had a credit in Great Britain to the extent of £40,000,000. France also had made an advance in respect to Russian purchases in France. Russia estimated that she would still require considerable credits for purchases outside Russia. We, however, had made arrangements to export Russian grain in the next few months. (Cheers.) Then there would not be the same need to borrow from the Governments. It had been decided to raise the first £50,000,000 in equal sums on the French and British markets. That would satisfy Russian requirements for a considerable time. The Allies would consider the question of further advances according to the position of the money markets. We gave a guarantee to Russia that she need not hesitate in giving orders for any purchases that may be necessary for the war. (Cheers.) Great Britain confidently anticipated that by the time the first advances are made the military position would be distinctly improved both in France and Russia.

Mr. Lloyd George announced, amidst cheers, that £10,000,000 Russian Treasury Bills had been over-subscribed in the English market. This was a very good omen for the relations with Russia after the war. That first great Russian loan was a complete success. (Cheers.) The Allies had an exceptionally strong gold position. Russia and France had great reserves. Great Britain's was the largest in the history of the country. (Cheers.) The collapse of the rebellion in South Africa ensured us a large and steady supply. Nevertheless, we had made arrangements at the Paris Conference whereby, if our stock of gold diminished beyond a certain point, the bankers of France and Russia would come to our assistance. We had also made arrangements whereby France had access to our markets for Treasury Bills issued in France, and we initiated arrangements to help to restore the exchanges in respect of Bills held in this country against Russian merchants. We proposed to accept Russian Treasury Bills against Bills of Exchange due from Russian merchants. The Russian Government in return would facilitate the export of produce of every kind required by the Allies. This, he thought, would be one of the most fruitful parts of the arrangement.

Mr. Lloyd George concluded by emphasising what results a three days' conference face to face could achieve. Misconception and misunderstanding were cleared away in a second which otherwise might take weeks to remove. It was his opinion that these conferences might profitably be extended to other spheres of operation.

BRITAIN'S COUNTERBLAST. IMPORTANT SPEECH BY MR. CHURCHILL.

LONDON, February 15th. 6.05 p.m.

In the House of Commons the First Lord of the Admiralty, in an important Navy speech, intimated further action by the Allies to prevent the importation of foodstuffs in neutral ships to Germany.

Mr. Churchill said that hitherto we had not prevented the import of food, we had not prevented neutral ships from trading directly with the German ports, and we had allowed German exports in neutral ships to pass unchallenged. The time had now come when the enjoyment of these immunities by a State which as a matter of deliberate policy had placed herself outside international obligations must be reconsidered.

At the outbreak of war Great Britain had a fleet with a good margin of safety in vital matters, fully mobilised and equipped for every requirement, with reserves, ammunition and torpedoes far above the regular quantity, with ample supplies of fuel and oil, and adequate reserves of all kinds. The Navy had also adequate numbers of trained officers and men, adequate establishments for training new men, an immense programme of new construction maturing to reinforce the Fleet, and a pre-arranged system for accelerating new construction which had been found to yield even surprising results. Particularly did he draw the

attention of the House to the supply of ammunition. They got little credit for such expenditure in time of peace, but in time of war they had to thank God it was made. (Cheers.) The estimate of the quantity of oil consumed in war proved much larger than the actual consumption. There had also been no difficulty in buying practically any quantity of oil, and not a single oil-ship had been interfered with. The price was substantially below that which obtained when he last addressed the House.

There had been an idea that we might build ships but never man them. When, however, mobilisation took place, we manned every ship in the Navy fit for service, including old vessels for which we found some use, and powerful new ships built for foreign countries, besides several score of armed merchantmen. We also provided all men necessary for the Naval Air Service which did not exist three years ago, but was now becoming a considerable and formidable body. (Loud cheer.) We are able to keep the naval training school full to the brim and thus supply drafts for the new vessels which were coming on in such great numbers; also to provide for the Royal Naval Division which has now reached a respectable total and developed an efficiency which enabled the men to be counted on immediately. We always relied on the Navy for safety, and the German Army was not more ready for an offensive war on a gigantic scale than the British fleet was for national defence. (Cheers.)

Mr. Churchill referred to the victories at the Falkland Islands and Dogger Bank, both satisfactory in themselves, but still more satisfactory in their significance and consequences. The victory at the Falklands terminated the first phase of the naval war by clearing the German flag from the oceans of the world. The blocking in of enemy merchantmen, the reduction of Tangier and the defeat of the *Königsberg* and the *Enden*, were steps along the path finally reached by Admiral Sturdee's victory.

Only two small German cruisers and two armed merchantmen remained at large of all Germany's formidable preparations for the attack on our trade routes, and these were at present in hiding. There had been about 8,000 British vessels continuously on the seas. During the last three months there had been 4,435 arrivals and 3,600 sailings to and from the United Kingdom, and only 18 vessels had been sunk by above-water craft. That was a remarkable result, because during the two great wars which began in 1793 and ended in 1814 no fewer than 10,871 British merchantmen were either captured or sunk by the enemy, and even after Trafalgar we lost 500 ships yearly. Our total loss during the first six months of the present war was only sixty-three. However, we must keep watch for another attempt to harass the trade routes, for although the ocean offered rather bleak prospects to German cruisers, the truth was that steam and telegraph had enormously increased the thoroughness and efficiency of the superior power.

The First Lord then dwelt on the Admiralty's transport work in moving troops across the Channel, often at the shortest notice, and threatened by the enemy's warships, the waters being haunted by submarines; also to the transport work from India, South Africa, Egypt, Australia, New Zealand, Canada and China, and indeed from every position under the Crown, of approximately one million men without up to the present, any accident or loss of life. (Cheers.) "If that is incapacity," he added, "I hope that there will be an inexhaustible supply of it." (Loud cheers.) So smoothly had this worked that sometimes it was necessary to remember that we were warring with the second naval power of the world, and when complaints were made that they had taken too many transports or colliers, that fact must not be forgotten. The Admiralty had chartered about one fifth of the British Mercantile Marine, and they were discharging with that all the duties of supplying and fuelling, replenishing the ammunition of the troops, transporting reinforcements, and bringing home the wounded.

Mr. Churchill pointed out that we are not living, like the Germans, in great naval ports, like Wilhelmshaven, but had to be ready for any great emergency. There was no incapacity or inactivity on the part of the Admiralty. (Cheers.) They had to take indispensable precautions to meet emergencies.

Mr. Churchill, turning to the Army, said it should be remembered that we are supplying across the sea an army almost as large as the Grand Army of Napoleon, only vastly more complex in organisation, and equipment. He never knew at what hour Lord Kitchener might ask the Admiralty to remove 20,000 or 40,000 men at short notice. Plans were frequently changed at the last moment, owing to

consideration for the safety of the troops and the reinforcement of our armies. Everything was done throughout to avoid extravagance. The Admiralty welcomed the advice of business men whenever it was helpful.

Mr. Churchill said he was afraid that he could not hold out hopes of an immediate reduction in the tonnage required by the Admiralty. He testified to the goodwill existing between the Admiralty and the mercantile marine, which was indispensable at the present time. Mr. Churchill affirmed that the strain in the earlier months of the war was greatly diminished by the clearance of the enemy's flag from the seas. The victory of the Falklands was a memorable event, the advantage of which would only be appreciated by those who had a full knowledge of all that had taken place. The combat at the Dogger Bank, in which the *Blucher* was sunk and the enemy escaped into waters infested by submarines and mines, was of the greatest advantage because of the light it threw upon the naval systems of design and the relative armaments and gunnery efficiency. This was the first test we had had, and it was most encouraging. It vindicated our theories of design, particularly our big gun armament, which would always be identified with Lord Fisher.

The range of the British guns exceeded that of the Germans. Our shooting was at least as good as theirs. It had been supposed that the Germans possessed a sort of super-efficiency in gunnery, but they are feeling now that our officers have been too diffident about their professional skill in gunnery. Everything we learnt leaves us in no doubt about our wisdom and the excellence of our material. Our 13.5 gun is unequalled by any enemy weapon. We now have a 15-inch gun vastly more powerful. Another remarkable feature of this action was that our ships exceeded their previous speed records. Nothing could show better the excellence of British machinery than the glorious feats of the engine-room, boiler or the Admiralty system of repairs and refits. All have been effected with ceaseless vigilance and without exhaustion. (Cheers.) The *Kent*, a 23-knot vessel, for instance, in the Falklands fight steamed 35 knots, caught the *Virgenburg* and sank her. (Cheers.) The truth was that the Navy was as sound as a bell—(cheers)—and would be found good, fit, keen, and honest.

This would be found to be the product of good management and organisation, of sound principles in design and strategy, sturdy workmen, faithful workmanship, careful clerks, accountants, skilful engineers, painstaking officers and hardy tars. (Cheers.) It showed to all the world that there was no reason to assume that ship for ship, gun for gun, we could not give a good account of ourselves. (Cheers.) It showed that at five to four in representative ships the Germans did not think it prudent to engage, that they accepted without hesitation their inferiority that they thought only of flight. They were wise in the view they took. No endeavour to sink by official communications would obscure that cruel fact, but when, if ever, the two great fleets engaged in general battle we hoped to bring into line a preponderance not only of quality but numbers which would not be five to four, but something considerably greater.

We might consider the extra margin additional insurance against unexpected losses by mine and submarine. Our naval losses had been 5,500 killed, mainly by submarine. We had killed, mainly by gunfire, an equal number—(Cheers)—which is a much larger proportion of the German forces engaged. We had also taken in sea fighting 82 officers and 934 men prisoners. No British naval prisoners had been taken in sea fighting. (Cheers.) For the loss of these precious British lives we had lived through six months of war safely, even prosperously, and established a command of the sea never before known.

Mr. Churchill regarding the question of Courts-Martial and Courts of Enquiry, emphasised that the circumstances and conditions of modern naval war were entirely different from previous experiences. The mine and submarine created entirely novel conditions and presented to naval officers problems of incomparable hazard and difficulty. In these circumstances Courts-Martial would be frequently inappropriate and often even harmful. (Cheers.) Consequently, he respectfully claimed on behalf of the Admiralty absolute discretionary power regarding the power of summoning Courts-Martial and enquiries. He asked the House for confidence and support during war in this connection. (Cheers.) He would especially deprecate anything being done tending to make officers aloof or at the Admiralty play for safety. (Cheers.) "Our navy must keep to sea. Our ships are constantly moving. Risks are run every day; valuable ships run risks every day. The enemy is continually endeavouring to strike

accidents from time to time are unavoidable. How do you suppose Admiral Beatty's squadron was where it was when the action took place? How many times were the cruiser and battle squadrons of the Grand Fleet steaming in the North Sea, always exposed to the risks of mine and torpedo, before they reaped their reward? Indeed it was marvellous how few our losses had been. (Cheers.) The care and vigilance exercised by the Admiralty and at the Admiralty would be regarded by history as praiseworthy in the highest degree. The tasks lying ahead were anxious and grave. We were the object of a kind of warfare never before practised by civilised states. The sinking at sight, without search or parley, of merchantmen by submarines was totally novel and unprecedented. It was a state of things none contemplated before the war; indeed, it would have been universally reprobated and repudiated before the war. (Cheers.) But it must not be supposed that because the attack was extraordinary a good defence could not be made. (Cheers.) Losses, no doubt, would be incurred, but he believed that no vital injury could be done if traders put to sea regularly and acted in the spirit of the gallant captain of the *Laertes*. (Cheers.)

If we took proper precautions our losses would be confined within manageable limits. Even at the outset, when the enemy might be expected to make a greater effort to produce an impression, all losses could be covered by the Government insurance. Then the reply we should make would not, perhaps, be wholly ineffective. Germany could not be allowed to adopt a system of open piracy and murder—(prolonged cheers)—while remaining herself protected by the bulwark of international instruments which she utterly repudiated, and deduced and which we, much to our detriment, had respected. There were good reasons for believing that the economic pressure exerted by the British Navy was beginning to be felt by Germany. (Cheers.) We had restricted the imports of copper, petrol, rubber, nickel, manganese, antimony, etc., needed for the efficient production of war material. The hatred and anger shown by Germany against Great Britain encouraged us to believe that this restriction was proving inconvenient. (Cheers.) We should redouble our efforts to make it so.

Mr. Churchill then, amid loud and prolonged cheers, intimated further action by the Allies to prevent the importation of foodstuffs into Germany. In an eloquent peroration he said he considered that those who were bearing the stress and strain of the war had a right to the generous and indulgent judgment and support of their fellow-countrymen and to the goodwill of the House. (Cheers.) No doubt new dangers and perplexities would arise, yet they could not be more serious than those through which we had successfully made our way—(Cheers.)—and British naval sea-power would unceasingly dominate the general situation and would be the main unfailing resource of the Allied nations while progressively paralysing the fighting energies of their antagonists. It could, even in default of other favourable causes, ultimately by itself decide the issue of the war. (Loud cheers.)

TWO NEW BRITISH SQUADRONS.

LONDON, February 16th.

The *Daily Chronicle* deduces from Mr. Churchill's speech that two new squadrons of Royal Sovereigns and Queen Elizabeths, armed with fifteen-inch guns, are now in the battle-line.

DUTCH NOTE TO GERMANY. AND AN OBJECTION TO GREAT BRITAIN.

LONDON, February 16th.

A message from the Hague states that the Dutch Government has addressed a Note to Germany declaring that Germany's grievances, which are formulated in general terms against neutral countries, are unfounded so far as the Netherlands are concerned. The Note also says that neutral vessels are entitled to demand a thorough examination into their nationality.

GREECE AND TURKEY. GREEK MINISTER LEAVES CONSTANTINOPLE.

LONDON, February 15th.

A telegram from Athens says that the Greek Minister has left Constantinople owing to the Turks not fulfilling the promise of satisfaction for the Turkish politician's insult to a Greek Naval Attaché.

"THE TIMES" ON JAPAN'S DEMANDS.

Peking, February 16th.

The Japanese Legation has received by telegraph a *Times* editorial which declares that Japan's demands are reasonable.

THE "EMDEN'S" STORY.
WHAT HAPPENED AT PENANG."NEVER EXPECTED THE
"ZHEMTOCHU."

GERMAN SAILOR'S DIARY.

One of the prisoners from the *Emden* was found to have a diary. This diary has now been translated. Its author, a petty officer, put in it only the bare facts, but the translator supplemented these with many details obtained from the prisoners. As the diary is written in a German shorthand, it is impossible for me, writes Mr. C. E. W. Bean, Australian Press Representative with the Australian Imperial Force, to distinguish the original diary from the subsequent additions.

THE DIARY.

The diary is, in effect, as follows:—

July 28th.—*Emden* at Tsingtau. Owing to unsettled state of affairs in Europe, ordered to prepare for action. This was carried out.

July 29th.—News received that Russians mobilising on German border.

July 31st.—At 7 this evening *Emden* put to sea, after taking in provisions and ammunition. All lights out, as she sailed out of harbour.

August 2nd.—Cruising across trade route between Nagasaki and Shanghai. Allowed no ship to sight her.

August 3rd.—Early this morning news by wireless from Tsingtau that war had been declared between Russia and Germany. France was mobilising, and England would probably be drawn in.

August 4th.—Sailed through Straits of Korea into Sea of Japan, passing Nagasaki and Islands of Yushima. Several steamers seen, but *Emden* kept out of sight, as her captain wanted to capture the Russian cruiser *Askold*, which he knew to be in Shanghai before the war, and would probably be making for Vladivostok.

After waiting some hours and seeing nothing resembling a warship, *Emden* sailed south between Japan and Tsushima. Here smoke was seen, evidently making for Vladivostok. *Emden* gave chase, and stranger made straight for the land. *Emden* gradually overtook her, and when within three and a half miles fired a blank shot. Stranger would not stop, so *Emden* fired shot across her bows, when she immediately stopped. An armed party sent on board found her to be the Russian auxiliary cruiser *Bjanko*. Her guns and ammunition had not yet been shipped, but she carried mails for Vladivostok. A prize crew remained on board, and both headed for Tsingtau. All lights out.

August 5th.—Wireless received that England had declared war on Germany. *Emden* signalled to Tsingtau forts that she and another ship would arrive at 4 next morning, and that the forts were to let them pass.

August 6th, 4 a.m.—Arrived Tsingtau, *Emden* alongside pier filling up all day with coal and stores. At 7 p.m. sailed again with collier *Marconia*. *Marconia* carried 8,000 tons of coal, and 1,000 tons of provisions. She has a crew of 45, and her speed is 10 knots.

August 7th to 10th.—Cruising in China and Japanese seas. Held up Japanese mail steamer from Hongkong to Nagasaki, but as there was no war yet with Japan she was released. *Emden* turned southwards towards Indian Ocean. Called at Maritime or Ladrone Islands. Here *Emden* coaled from her own collier.

August 12th.—Arrived this morning at the Island of Angaur, in the Pelew Islands, coaled, and sailed for Timor.

MAKES FOR BAY OF BENGAL.

August 14th.—Arrived this day at Timor. (This was apparently the closest that the *Emden* ever came to the Australian coast. She was apparently making all the time for the Bay of Bengal, and took this out-of-the-way route to avoid the British China squadron, and because she could not face Malaya. Her object now was to reach the Bay of Bengal without anybody knowing that a German cruiser was there. She succeeded.)

Coaled from the collier *Marconia* at Timor. Sailed again in evening westward through Flores Sea.

August 31st.—Held up Dutch steamer *Tromp* and let her go. Sailed through Zambok Straits, Java, to avoid all shipping.

September 4th.—Closed into land at north of Sumatra in order to reach smooth sea for coaling from *Marconia*.

September 5th.—Sailed to Bay of Bengal to start operations from trade route between Colombo and Calcutta, at a point some miles south-east of Madras.

September 10th.—Stopped Greek steamer *Pontoporus*. Six men boarded her, and found she was carrying coal to Calcutta for British firm. She was ordered to follow the *Emden*. British steamer *Indus* captured and found to be fitted up as a transport for Indian troops. Crew allowed to gather all their belongings, and then transferred to collier. Five shots fired at *Indus*, which made a large hole. Steamer turtled over, and sank quickly.

September 11th.—Steamed northwards along trade route. British steamer *Lovat* above in sight. Found her also fitted as transport for troops and horses. Transferred crew to collier, and sank her.

September 12th.—Captured British steamer *Kabinga*, bound from Calcutta to New York, with cargo of general merchandise. Cargo was for American firms, and, therefore, *Kabinga* was ordered to follow together with *Marconia* and *Pontoporus*. Later captured British steamer *Kyllin*, for Calcutta, with a full cargo of iron. Sank her, and transferred crew to collier.

September 13th.—Sailed a little farther north in company with the three steamers each manned by German crews. Prize crews always consisted of an officer and 10 men, including engineers. British steamer *Diplomat*, Calcutta to England, with cargo of tea, captured and sunk. Her crew, and captured crews hitherto, kept on the *Marconia*, were now transferred to the *Kabinga*. Whilst this was actually being done the Italian steamer *Loredano*

was sighted. *Emden* at once went out to her, and brought her on the scene, and asked the captain to take all the crews who had been gathered on the *Kabinga*. (This would have enabled the *Emden's* captain to sink the *Kabinga*, which he wanted to do, as she was a British ship.)

The Italian captain refused, but as she was bound for Calcutta, it was realised that within a day or two the *Emden's* presence in the Bay of Bengal must become known. (Not one of the steamers captured in the Bay of Bengal attempted to escape, as the Indian Government had declared that the Bay of Bengal was free of all the enemy's ships and every steamer captured believed her to be a British cruiser when first they sighted her, until she was 600 or 700 yards away, when she hoisted the German flag. The *Emden's* crew afterwards read in London newspapers, taken from captured steamers, that the first news of their presence was given by the *Loredano*. When she reached the mouth of the Ganges, the pilot was informed. He communicated with the lightship, and lightship informed Calcutta.) This night 300 miles south of Calcutta, sank the *Diplomat*. Later, saw a light on horizon. Found by Morse signals it was Italian steamer *Neandolo*, Bade her "Good night."

September 14th.—Sailed, with the three steamers, still further northwards, towards Calcutta. One hundred and fifty miles from Calcutta sank small British cargo steamer *Traboch*, with no cargo. At this point detached the *Kabinga* to Calcutta. Three cheers given as she left. As she was sailing away, the valuable British steamer *Clan Matheson* appeared, with a rich cargo of machinery and motor cars, and a fine racehorse from England. The horse was shot, her crew transferred to the collier, and the steamer sunk.

September 15th.—When 40 miles from Calcutta turned south-east for Rangoon. September 16th.—Held up Norwegian steamer *Dove*. Offered Captain a hundred dollars to take *Clan Matheson's* crew to Rangoon. He accepted. (Of course, news of the *Emden* would now be everywhere. The *Emden's* Captain knew this, for he picked up several wireless messages, including one through a British cruiser. The idea on the *Emden* was that the British would be patrolling the entrance to the Bay of Bengal. The *Emden* sailed across to Madras.)

BOMBARDMENT OF MADRAS.

September 22nd.—This night of Madras. One of the crew had worked there, and he informed the captain of the oil tanks situated at entrance to harbour. At 9.30 p.m. *Emden* crept in, turned searchlights on to tanks, and fired two broadsides to find the ranges. Searchlights then shut off, and 125 shells fell in salvoes, some hitting a ship. Tanks set on fire, and tremendous blaze arose. (*Emden* retired at full speed to north-east. Shore batteries opened fire, but shells fell short, and none hit the *Emden*.)

September 23rd.—This morning the glare of the fire at Madras could still be seen on the horizon, though about 100 miles away. *Emden* sailed north-east to give impression that she was going towards Calcutta, but when out of sight turned southwards round the east coast of Ceylon. Somewhere about here lost the Greek *Pontoporus*, which had followed till now, and believed that she must have been caught by a British cruiser.

September 25th.—A hundred and thirty miles south of Colombo sank small British steamer *King Lud*, without cargo, crew on collier.

September 26th.—This night, 40 miles west of Colombo. Captured British steamer *Tumerc*, Colombo to England, with sugar. Sailing closer to Colombo, captured British steamer *Gryfevale*, no cargo. Ordered to follow *Emden* with prize crew.

September 27th.—300 miles east of Colombo captured British collier, *Burek* (afterwards sunk by H.M.A.S. *Sydney*), with 600 tons of Cardiff coal for Singapore. Left on board the captain's steward, two engineers, and some Chinese stokers, who were paid by *Emden* at their usual rates.

Transferred remainder to *Gryfevale*. *Burek*, with prize crew, ordered to follow. *Emden* turned westward again and captured British steamers *Ribera* and *Foyle*. Both sunk. Dutch steamer *Djoja* stopped and released.

September 28th.—*Gryfevale* being now crowded with crews was sent back to Colombo. As she would report him, Captain Muller turned with *Burek* and *Marconia* out into the Indian Ocean. *Marconia* was here sent away to some rendezvous and was not seen again by the *Emden*. During the ten days from September 29th to October 9th, when the chase was at its hottest, the *Emden* was concealed out in the Indian Ocean, away from the track of shipping.

October 10th.—Visited island of Deig Garcia in the middle of the Indian Ocean about half way between Africa and Sumatra. The few European families here had not yet heard of the war, as they only get a steamer in three months. *Emden* coaling all day from *Burek*. Some of the engineers repaired the local motor boat, and were given baskets of coconuts and fish. Greatly appreciated by *Emden*. Sailed at night northwards.

October 16th.—500 miles west of Colombo at 12.55 a.m. captured British cargo steamer, *Clan Grant*, for Colombo, with general merchandise. Began transferring crew to *Burek* at daybreak when smoke seen on horizon. Stranger at first looked like a warship, but on approaching proved to be the dredger *Pourabell*, which had been built to the order of the Tasmanian Government. Both ships sunk.

October 18th.—British steamer *Reinhardt* sunk. Spanish mail steamer *Fernando* sighted.

October 17th.—To-day (Sunday) British Blue Funnel liner, *Troilus*, on her maiden trip from Hongkong to England, captured. She had about a dozen passengers, including women, and with crew, contained about 200 persons. Therefore, although she was estimated to be worth a million pounds, she could not be at the moment sunk. However, a few hours later the British cargo steamer, *St. Egebert*, from America, was sighted, and all people from *Troilus* were transferred to her.

October 18th.—Steamed a little south, captured British collier *Esford*, England to Singapore, with coal. Sighted British cargo steamer *Ohikana* fitted with wireless. Ordered her not to use wireless. Captured crews all placed on *St. Egebert*, and sent to Quiken, a small town on south-west coast of India, and not to Colombo, which was farther off, and a naval station.

October 19th.—Collier *Esford* allowed to go on to Singapore. Reason for this unknown, unless it was surmised that her coal was for German agents.

October 20th to 27th.—*Emden* now freed of all captives except collier *Burek*. Captain having read in recent newspapers of British and Japanese cruisers capturing German merchant ships near Penang, decided to raid Penang. As collier *Burek* could only manage ten knots, she was left to wait at rendezvous in the Indian Ocean, half-way between the Malay States and Ceylon. *Emden* made a semi-circle to southward, to reach Penang, in order to avoid British cruisers believed to be guarding entrance to Bay of Bengal. Smoke was often seen on the horizon, but was always avoided, as on previous occasions.

CRUISER AND DESTROYER SUNK.

October 28th.—At 4 a.m., ten miles outside Penang, the extra funnel and the German flag were hoisted. The idea of the extra funnel was to make the *Emden* appear like one of the British cruisers, which were known to be about. From the entrance of the harbour at 5 a.m. could be seen in the distance several ships, and well in front of them an unknown cruiser. On steaming in to a range of about 600 yards, this was found to be the Russian cruiser *Zhemchug*. The *Emden* fired two torpedoes, the first hitting the cruiser just under the after funnel, whereupon she was seen to sink about 4 ft. The second, fired at closer range, struck just under the bridge, when a terrible explosion occurred. During this time the *Emden* fired salvo after salvo—in all 100 shots. The *Zhemchug* fired a few shots, some of which hit ships in the harbour behind the *Emden*, but none hit the *Emden*.

The *Emden* had no idea that the Russian cruiser could be in Penang, but expected to find the French cruiser *Dupleix* and the French destroyer *Mouquet*. The *Mouquet* was on patrol duty outside the harbour and was afterwards reported to have seen the *Emden*, but thought she was a British cruiser. The *Emden* had now turned, and was leaving the harbour at full speed. Thirty miles out she met a steamer. On approaching it she hoisted the red flag meaning that she was a powder steamer. The stranger, which was the British steamer *Glenhurst*, had signalled the *Emden* to stop, and the *Emden* had just reached her. The *Emden* had got out her boats, when a warship appeared on the horizon. The *Emden* immediately ordered her boats to return and made off, as the warship appeared to be a large one. This was, however, only the effect of the early morning mirage. As the ships closed to about 3,000 yards, the stranger was found to be the French destroyer *Mouquet*. The *Emden* opened fire. The first few shots hit the *Mouquet's* engine-room, and after several salvoes the *Emden* ceased firing, expecting the Frenchman to be wrecked and to surrender. Instead the *Mouquet* went on firing about ten shots. None, however, hit the *Emden*, although some fell 100 yards in front of her. The *Mouquet's* crew afterwards said that they had fired two torpedoes, but the *Emden* did not see them. The *Emden* began firing again, and the *Mouquet* sank, bow first. The *Emden* ceased fire, and rescued 36 Frenchmen, three of whom died afterwards, owing to the severity of their wounds. This involved delay, and another destroyer was seen approaching from Penang. The *Emden* at once steamed for Indian Ocean at full speed, with the torpedo boat in tow. After being chased for four hours by the torpedo boat, the *Emden* entered a heavy rain storm, and the torpedo boat was lost to sight.

October 30th.—Captured British cargo steamer *Newbury* with general merchandise for Singapore. All French prisoners put on board. Captain ordered to sail direct to Sabang in Sumatra.

October 31st.—Reached collier *Burek*, and sailed in company for Cocos Islands.

November 8th.—Arrived Cocos. In evening sailed round islands to see if everything was clear.

November 9th.—Sailed up to Direction Island. Dummy funnel being put up for third time. Landed a party of about 50 to destroy wireless and cut cables.

FORTHCOMING EVENTS.

TO-NIGHT

8.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Cavalleria Rusticana" and "Pagliacci."

TO-MORROW

3 p.m.—Auction of a 40 H.P. Four-Cylinder Limousine Car at Sales Rooms, by Messrs. Hughes & Rough.

8.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Rigoletto."

Friday, 19th Feb.

2.30 p.m.—Auction of a Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammer.

8.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Faust."

Saturday, 20th Feb.

11.30 a.m.—Hampshire Estate & Finance Co., Ltd., Meeting of Shareholders at the Renfrew Hotel.

Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at City Hall.

2.30 p.m.—Auction of a Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammer.

8.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Carmen."

Monday, 22nd Feb.

Hongkong Race Meeting—1st Day.

Tuesday, 23rd Feb.

Hongkong Race Meeting—2nd Day.

Wednesday, 24th Feb.

Hongkong Race Meeting—3rd Day.

Friday, 26th Feb.

11.30 a.m.—China Provident Loan & Mortgage Co., Ltd., Meeting of Shareholders.

Saturday, 27th Feb.

Hongkong Race Meeting—Off Day.

Thursday, 4th March

Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.

Friday, 5th March

Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.

SHIPPING IN PORT.

STEAMERS.

ANTIOCHUS, British str., 3,600, H. A. Flynn, 12th February—Vancouver via Kutchikan, 15th February, General—Butterfield & Swire.

CHINIKANG, British str., 1,228, Anstie, 12th February—Hohow 11th February, General—Butterfield & Swire.

EBURNA, British str., 2,957, H. Jackson, 12th February—Chinking 5th February, Ballast—Asiatic Petroleum & Co.

HAIYANG, British str., 1,363, A. E. Hodgins, 12th February—Swatow 10th February, General—Douglas LaPraik & Co.

HONG WAN I, British str., 2,060, John Mason, 10th February—Rangoon 22nd January, General—Chinese.

KANSAI MARU, Japanese str., 5,292, R. Shimidzu, 12th February—Yokohama 28th January, General—Nippon Yusen Kaisha.

KWANGTUNG, Chinese str., 1,330, C. Stewart, 12th February—Shanghai 9th February, General—C. M. & N. & Co.

KWONGANG, British str., 1,428, W. F. Richard, 12th February—Swatow 11th February, General—Jardine, Matheson & Co.

MONGOLIA, American str., 2,750, Emory Rice, 12th February—San Francisco, General—Pacific Mail S.S. Co.

MONTAGUE, British str., 3,853, F. L. Davidson, 17th January—Bombay 1st January, Nil—Canadian Pacific Railway Co.

NORDNAES, Norwegian str., 1,370, A. Angrensen, 12th February—Freemantle 16th Jan., Sandal Wood—Gilmann & Co.

SEATTLE MARU, Japanese str., 3,433, Saitow, 12th February—Manila 8th February, General—Onaka Shosen Kaisha.

SHOUBING, British str., 1,307, Tuobben, 12th February—Shanghai 9th February, General—Butterfield & Swire.

TACOMA, British str., 3,980, Harding, 12th February—Calcutta 30th Jan., Ballast—Order.

TITAN, British str., 8,000, J. W. Read, 14th February—Manila, 19th February, General—Butterfield & Swire.

TJIBODAS, Dutch str., 5,000, E. H. Kross, 12th February—Amoy 11th February, General—Java-China-Japan-Lijn.

TJIKEMANO, Dutch str., 5,703, N. Y. Wych Jurriense, 12th February—Kobe 4th February, General—Java-China-Japan-Lijn.

TOWA MARU, Japanese str., 1,837, S. Katani, 12th February—Hongkong 8th February, Coal—Mitsui Bussan Kaisha.

TOYOMA MARU, Japanese str., 1,063, K. Shimizu, 12th February—Karatsu 4th February, Coal—Mitsui Bishi Goshi Kaisha.

WADA MARU, Japanese str., 2,051, T. Aasi, 12th February—Mitsui 6th February, Coal—Mitsui Bussan Kaisha.

YATHING, British str., 1,424, L. M. Meyrick, 12th February—Calcutta 27th January, General—Jardine, Matheson & Co.

YOKOHAMA MARU, Japanese str., 6,489, S. Komatsubara, 14th February—Shanghai 11th February, General—Nippon Yusen Kaisha.

VESSELS EXPECTED.

AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from Sydney, etc., is due at Manila on the 16th February, and may be expected to arrive here on the 19th February.

MERCHANT STEAMERS.

The Mogul Line str. *Lennox*, from United Kingdom to Hongkong, left Singapore on the 10th February, and is therefore expected to arrive here on the 17th February, at daylight.

The A. & O. Line str. *Royal Prince* arrived at Yokohama on the 6th February, and may be expected here on the 23rd February.

The Barber Line str. *St. Egebert* left New York for Hongkong via San Ocal on the 2nd January and is due to arrive here about the beginning of March, and the Barber Line str. *Bolton Castle* for Hongkong via Panama Canal left New York on the 26th January and is therefore due to arrive here about the beginning of April.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 16th.

Previous On Date On Date
Day at 3 p.m. 6 a.m. 2 p.m.

Barometer ... 30.18 30.16 30.69
Temperature ... 60 59 61
Humidity ... 81 81 82
Wind Direction ... E S E
Force ... 4 6 5
Weather ... 0 0 0
Rain ... 0 0 0

Highest open air Temperature on 15th 60
Lowest open air Temperature on 15th 53

HONGKONG TIDE TABLE.

From 17th to 21st February, 1915.

HIGH WATER. LOW WATER.

Date of Day of High Water. H'kong Mean Time. High Water. H'kong Mean Time. Low Water.

Wed. 17 11 28 4 9 5 14 2 4
Thurs. 18 11 28 4 9 5 14 2 4
Fri. 19 11 28 4 9 5 14 2 4
Sat. 20 11 28 4 9 5 14 2 4
Sun. 21 11 28 4 9 5 14 2 4
Mon. 22 11 28 4 9 5 14 2 4
Tues. 23 11 28 4 9 5 14 2 4

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 15th Feb. PROPOSED SAILINGS: Connecting with "GUJARAT" 17th Mar. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING: From Hongkong: "SALAMIS" 5th March. FIRST CLASS ACCOMMODATION FOR PASSENGERS. Fitted with WIRELESS TELEGRAPHY. For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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ELLERMAN LINE.

JAPAN, CHINA AND STRAITS TO MARSEILLES, LONDON AND LIVERPOOL.

A Frequent Service of Fast Cargo Steamers will be maintained between above Ports, commencing with the

S.S. "CITY OF DURHAM," Sailing from Hongkong on the 18th February, to be followed by the S.S. "CITY OF CORINTH," on the 20th March and other high-powered Steamers at frequent intervals. For rates of freight and further information apply to

THE BANK LINE, LTD., GENERAL AGENTS. Hongkong, 8th February, 1915. [298]

THE TAIKOO DOCK YARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG. SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 86' by 34' 6" Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR: JOHN I. THORNYCROFT & CO., LTD.

